The swept path analysis for the turning heads within the development are based on an smaller refuse vehicle than is required. A typical refuse collection vehicle use is the Denis Eagle Elite 6 (Mid Steer), typical vehicle details are below:

Overall vehicle length 11370mm (11600mm with mirror)
Overall Wheel Base 6400mm
Overall Turning Circle 22.4m
Axles 4 (1 front, 3 rear)

The refuse vehicle must stay within the kerblines but isolated vehicle (body) overhang of the footway may be accepted if the streets on which they occur have low volumes of pedestrians and the driver would have opportunity to observe pedestrians. This is not a constraint where a verge is provided.

The site access road includes an uncontrolled crossing point for the bridleway which runs along the southern boundary. There doesn't appear to be any analysis carried out of the suitability of this crossing point.

Clarification of the parking space sizes is required and confirmation of cycle storage facilities for each dwelling is also required.

To conclude, there are a number of issues and points which require further information and clarification on both the assessment of the development proposal in terms of sustainability and the internal design, all as highlighted in the aforementioned comments. If these comments can be relayed to the applicant/agent and the application be held in abeyance until the required further information has been provided.

Yours sincerely,

Adrian Martin MCIHT | Project Engineer | Highways Development Control | Place | Derbyshire County Council | direct dial: |
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CONTROLLED

S|C|P

APPENDIX C

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / QUEENS ROAD

ARM: A6 EAST

TIME / CLASS	LEFT TO QUEENS ROAD								STRAIGHT TO A6 WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	2	0	0	0	0	2	0	1	134	19	4	9	2	169	171
7:15 - 7:30	0	0	1	2	0	0	0	3	0	0	113	23	9	12	2	159	162
7:30 - 7:45	0	0	2	0	0	0	0	2	0	0	102	20	4	10	1	137	139
7:45 - 8:00	0	0	2	2	0	0	0	4	0	0	130	21	6	10	0	167	171
HOURLY TOTAL	0	0	7	4	0	0	0	11	0	1	479	83	23	41	5	632	643
8:00 - 8:15	0	0	2	1	0	0	1	4	0	0	139	26	6	7	2	180	184
8:15 - 8:30	0	0	4	2	1	0	0	7	0	0	131	23	4	12	5	175	182
8:30 - 8:45	0	0	0	1	0	0	0	1	1	0	116	17	0	12	0	146	147
8:45 - 9:00	0	0	6	0	0	0	1	7	0	0	119	22	7	6	1	155	162
HOURLY TOTAL	0	0	12	4	1	0	2	19	1	0	505	88	17	37	8	656	675
PERIOD TOTAL	0	0	19	8	1	0	2	30	1	1	984	171	40	78	13	1288	1318
16:00 - 16:15	0	0	6	0	0	0	0	6	0	1	138	18	1	6	2	166	172
16:15 - 16:30	0	0	8	3	0	0	0	11	0	0	138	17	5	9	1	170	181
16:30 - 16:45	0	0	4	2	0	0	0	6	0	1	146	27	4	8	1	187	193
16:45 - 17:00	0	0	8	2	0	0	0	10	0	0	139	20	5	10	1	175	185
HOURLY TOTAL	0	0	26	7	0	0	0	33	0	2	561	82	15	33	5	698	731
17:00 - 17:15	0	0	9	0	0	0	0	9	0	2	123	11	2	7	2	147	156
17:15 - 17:30	0	0	5	0	0	2	0	7	0	2	148	21	3	8	0	182	189
17:30 - 17:45	0	0	5	3	0	1	0	9	0	2	136	11	1	8	1	159	168
17:45 - 18:00	0	0	8	2	0	0	0	10	0	0	157	13	1	4	4	179	189
HOURLY TOTAL	0	0	27	5	0	3	0	35	0	6	564	56	7	27	7	667	702
PERIOD TOTAL	0	0	53	12	0	3	0	68	0	8	1125	138	22	60	12	1365	1433

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / QUEENS ROAD

ARM: QUEENS ROAD

TIME / CLASS	LEFT TO A6 WEST								RIGHT TO A6 EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	21	7	0	0	1	29	0	0	1	1	0	0	0	2	31
7:15 - 7:30	0	0	31	10	2	0	0	43	0	0	1	2	0	0	0	3	46
7:30 - 7:45	0	0	58	10	0	0	0	68	0	0	2	0	0	0	0	2	70
7:45 - 8:00	0	0	69	13	0	0	0	82	0	0	2	1	0	0	0	3	85
HOURLY TOTAL	0	0	179	40	2	0	1	222	0	0	6	4	0	0	0	10	232
8:00 - 8:15	0	0	46	17	0	0	0	63	0	0	3	1	1	0	0	5	68
8:15 - 8:30	0	0	72	19	1	0	0	92	0	0	0	0	0	0	0	0	92
8:30 - 8:45	0	0	89	10	2	0	1	102	0	0	1	1	0	0	0	2	104
8:45 - 9:00	0	0	85	14	0	0	0	99	0	0	2	0	0	0	0	2	101
HOURLY TOTAL	0	0	292	60	3	0	1	356	0	0	6	2	1	0	0	9	365
PERIOD TOTAL	0	0	471	100	5	0	2	578	0	0	12	6	1	0	0	19	597
16:00 - 16:15	0	0	66	7	0	0	0	73	0	0	1	1	0	0	0	2	75
16:15 - 16:30	0	0	50	15	1	0	0	66	0	0	1	1	0	0	0	2	68
16:30 - 16:45	0	0	57	11	1	0	1	70	0	0	0	1	0	0	0	1	71
16:45 - 17:00	0	0	49	11	0	0	0	60	0	0	0	0	0	0	0	0	60
HOURLY TOTAL	0	0	222	44	2	0	1	269	0	0	2	3	0	0	0	5	274
17:00 - 17:15	0	0	73	12	0	0	1	86	0	0	1	1	0	0	0	2	88
17:15 - 17:30	1	1	64	6	0	0	0	72	0	0	0	1	0	0	0	1	73
17:30 - 17:45	0	0	87	10	0	0	1	98	0	0	3	1	0	0	0	4	102
17:45 - 18:00	0	0	69	7	0	0	0	76	0	0	0	0	0	0	1	1	77
HOURLY TOTAL	1	1	293	35	0	0	2	332	0	0	4	3	0	0	1	8	340
PERIOD TOTAL	1	1	515	79	2	0	3	601	0	0	6	6	0	0	1	13	614

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / QUEENS ROAD

ARM: A6 WEST

TIME / CLASS	STRAIGHT TO A6 EAST								RIGHT TO QUEENS ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	112	27	6	18	2	165	0	0	12	1	1	0	0	14	179
7:15 - 7:30	0	1	138	24	9	18	1	191	0	0	15	2	0	0	0	17	208
7:30 - 7:45	0	0	122	23	4	17	1	167	0	0	18	5	1	0	0	24	191
7:45 - 8:00	0	1	122	35	6	10	1	175	0	0	46	9	0	0	0	55	230
HOURLY TOTAL	0	2	494	109	25	63	5	698	0	0	91	17	2	0	0	110	808
8:00 - 8:15	0	1	111	26	6	11	2	157	0	0	21	15	0	0	0	36	193
8:15 - 8:30	0	0	133	32	7	11	1	184	0	0	20	8	0	0	0	28	212
8:30 - 8:45	0	0	106	22	12	12	1	153	0	0	44	8	0	0	0	52	205
8:45 - 9:00	0	2	121	28	9	8	1	169	0	0	46	12	0	0	0	58	227
HOURLY TOTAL	0	3	471	108	34	42	5	663	0	0	131	43	0	0	0	174	837
PERIOD TOTAL	0	5	965	217	59	105	10	1361	0	0	222	60	2	0	0	284	1645
16:00 - 16:15	0	0	164	19	7	2	1	193	0	0	72	13	0	0	0	85	278
16:15 - 16:30	0	2	166	23	4	4	2	201	0	0	60	15	1	2	1	79	280
16:30 - 16:45	0	1	168	22	2	2	2	197	0	0	74	11	0	0	0	85	282
16:45 - 17:00	0	0	156	17	5	2	3	183	0	0	73	14	0	0	1	88	271
HOURLY TOTAL	0	3	654	81	18	10	8	774	0	0	279	53	1	2	2	337	1111
17:00 - 17:15	0	1	175	16	4	6	2	204	0	0	80	17	0	0	0	97	301
17:15 - 17:30	0	0	170	26	3	1	2	202	0	0	67	12	1	0	1	81	283
17:30 - 17:45	1	1	156	21	4	4	0	187	0	1	74	13	0	0	0	88	275
17:45 - 18:00	0	1	140	18	0	1	0	160	0	0	87	7	0	0	1	95	255
HOURLY TOTAL	1	3	641	81	11	12	4	753	0	1	308	49	1	0	2	361	1114
PERIOD TOTAL	1	6	1295	162	29	22	12	1527	0	1	587	102	2	2	4	698	2225

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / DALE ROAD / STATION ROAD

ARM: A6 NORTH

TIME / CLASS	LEFT TO DALE ROAD								STRAIGHT TO A6 SOUTH								RIGHT TO STATION ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	2	0	3	0	5	0	1	48	17	3	9	2	80	0	0	0	0	0	0	0	0	85
7:15 - 7:30	0	1	2	3	0	6	1	13	0	0	82	30	6	10	2	130	0	0	1	0	0	0	0	1	144
7:30 - 7:45	0	0	5	5	1	4	0	15	0	0	88	30	2	11	0	131	0	0	0	0	0	0	0	0	146
7:45 - 8:00	0	0	8	4	1	9	1	23	0	0	108	25	4	12	0	149	0	0	0	0	0	0	0	0	172
HOURLY TOTAL	0	1	15	14	2	22	2	56	0	1	326	102	15	42	4	490	0	0	1	0	0	0	0	1	547
8:00 - 8:15	0	0	6	2	0	3	1	12	0	0	97	19	6	6	2	130	0	0	0	0	0	0	0	0	142
8:15 - 8:30	0	0	8	2	1	6	0	17	0	0	102	21	3	12	1	139	0	0	1	0	0	0	0	1	157
8:30 - 8:45	0	0	8	2	1	6	0	17	0	0	78	19	0	12	2	111	0	0	0	0	0	0	0	0	128
8:45 - 9:00	0	0	7	4	0	4	0	15	0	0	79	16	2	4	0	101	0	0	2	0	0	0	0	2	118
HOURLY TOTAL	0	0	29	10	2	19	1	61	0	0	356	75	11	34	5	481	0	0	3	0	0	0	0	3	545
PERIOD TOTAL	0	1	44	24	4	41	3	117	0	1	682	177	26	76	9	971	0	0	4	0	0	0	0	4	1092
16:00 - 16:15	0	0	15	2	0	7	0	24	0	0	119	26	2	6	3	156	0	0	0	0	0	0	0	0	180
16:15 - 16:30	0	0	1	0	1	5	0	7	0	0	92	32	2	8	2	136	0	0	0	0	0	0	0	0	143
16:30 - 16:45	0	0	5	1	0	6	1	13	0	0	78	19	2	15	0	114	0	0	2	0	0	0	0	2	129
16:45 - 17:00	0	0	8	1	1	1	0	11	0	0	78	19	1	2	2	102	0	0	0	0	0	0	0	0	113
HOURLY TOTAL	0	0	29	4	2	19	1	55	0	0	367	96	7	31	7	508	0	0	2	0	0	0	0	2	565
17:00 - 17:15	0	2	4	2	0	7	0	15	0	1	122	21	1	9	0	154	0	0	0	0	0	0	0	0	169
17:15 - 17:30	0	0	8	1	0	6	0	15	0	1	108	23	0	4	1	137	0	0	0	0	0	0	0	0	152
17:30 - 17:45	0	0	11	1	0	1	0	13	0	1	95	12	0	2	3	113	0	0	0	0	0	0	0	0	126
17:45 - 18:00	0	0	10	1	0	5	0	16	0	0	101	10	0	3	0	114	0	0	0	0	0	0	0	0	130
HOURLY TOTAL	0	2	33	5	0	19	0	59	0	3	426	66	1	18	4	518	0	0	0	0	0	0	0	0	577
PERIOD TOTAL	0	2	62	9	2	38	1	114	0	3	793	162	8	49	11	1026	0	0	2	0	0	0	0	2	1142

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / DALE ROAD / STATION ROAD

ARM: DALE ROAD

TIME / CLASS	LEFT TO A6 SOUTH								STRAIGHT TO STATION ROAD								RIGHT TO A6 NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	0	0	4	2	0	8	1	15	19
7:15 - 7:30	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	0	5	0	9	11
7:30 - 7:45	0	0	2	1	0	2	0	5	0	0	3	0	0	0	0	3	0	0	7	2	0	4	1	14	22
7:45 - 8:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7	3	1	6	0	17	18
HOURLY TOTAL	0	0	2	1	1	7	0	11	0	0	3	0	0	1	0	4	0	0	20	9	1	23	2	55	70
8:00 - 8:15	0	0	0	1	1	5	0	7	0	0	1	0	0	1	0	2	0	0	8	2	0	4	2	16	25
8:15 - 8:30	0	0	1	0	0	4	0	5	0	0	2	1	0	0	0	3	0	0	10	3	1	6	0	20	28
8:30 - 8:45	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	2	0	0	5	3	1	10	0	19	23
8:45 - 9:00	0	0	2	2	1	1	0	6	0	0	2	0	1	0	0	3	0	0	10	0	1	3	1	15	24
HOURLY TOTAL	0	0	3	5	2	10	0	20	0	0	5	2	1	2	0	10	0	0	33	8	3	23	3	70	100
PERIOD TOTAL	0	0	5	6	3	17	0	31	0	0	8	2	1	3	0	14	0	0	53	17	4	46	5	125	170
16:00 - 16:15	0	0	1	1	0	4	0	6	0	0	1	0	0	0	0	1	0	0	14	7	0	4	1	26	33
16:15 - 16:30	0	0	1	0	0	4	0	5	0	0	1	0	0	0	0	1	0	0	13	3	0	7	0	23	29
16:30 - 16:45	0	0	4	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	21	0	1	1	1	24	33
16:45 - 17:00	0	0	1	0	0	3	0	4	0	0	6	0	0	0	0	6	0	0	12	1	0	6	1	20	30
HOURLY TOTAL	0	0	7	1	0	16	0	24	0	0	8	0	0	0	0	8	0	0	60	11	1	18	3	93	125
17:00 - 17:15	1	1	4	0	0	4	0	10	0	0	3	0	0	0	0	3	0	0	9	1	0	1	0	11	24
17:15 - 17:30	0	0	3	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	4	1	1	3	0	9	15
17:30 - 17:45	0	0	6	0	2	4	0	12	0	0	1	0	0	0	0	1	0	0	12	4	0	1	0	17	30
17:45 - 18:00	0	0	2	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	10	2	0	2	0	14	19
HOURLY TOTAL	1	1	15	0	2	14	0	33	0	0	4	0	0	0	0	4	0	0	35	8	1	7	0	51	88
PERIOD TOTAL	1	1	22	1	2	30	0	57	0	0	12	0	0	0	0	12	0	0	95	19	2	25	3	144	213

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / DALE ROAD / STATION ROAD

ARM: A6 SOUTH

TIME / CLASS	LEFT TO STATION ROAD								STRAIGHT TO A6 NORTH								RIGHT TO DALE ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	5	1	0	0	0	6	2	0	53	13	6	9	0	83	0	0	4	0	0	1	0	5	94
7:15 - 7:30	0	0	6	2	0	0	0	8	0	0	62	14	4	5	0	85	0	0	1	0	0	4	0	5	98
7:30 - 7:45	0	1	8	3	0	0	0	12	0	0	88	18	3	6	2	117	0	0	3	0	0	3	0	6	135
7:45 - 8:00	0	0	10	2	0	0	0	12	0	0	66	18	4	5	0	93	0	0	3	1	0	3	0	7	112
HOURLY TOTAL	0	1	29	8	0	0	0	38	2	0	269	63	17	25	2	378	0	0	11	1	0	11	0	23	439
8:00 - 8:15	0	0	10	2	0	0	0	12	0	0	68	20	6	8	2	104	0	0	2	0	0	2	0	4	120
8:15 - 8:30	0	0	13	3	0	0	0	16	0	0	91	16	7	15	0	129	0	0	1	1	0	5	0	7	152
8:30 - 8:45	0	0	14	1	1	0	0	16	0	0	71	15	5	13	0	104	0	0	0	0	0	3	0	3	123
8:45 - 9:00	0	0	9	1	1	0	0	11	0	1	69	26	4	8	0	108	0	0	1	0	0	1	0	2	121
HOURLY TOTAL	0	0	46	7	2	0	0	55	0	1	299	77	22	44	2	445	0	0	4	1	0	11	0	16	516
PERIOD TOTAL	0	1	75	15	2	0	0	93	2	1	568	140	39	69	4	823	0	0	15	2	0	22	0	39	955
16:00 - 16:15	0	0	10	0	1	0	0	11	0	1	98	19	1	9	1	129	0	0	0	0	0	3	0	3	143
16:15 - 16:30	0	1	11	2	0	1	0	15	0	0	111	21	4	4	1	141	0	0	1	0	0	3	0	4	160
16:30 - 16:45	0	0	17	2	0	0	0	19	0	0	107	28	2	4	1	142	0	0	1	0	0	1	0	2	163
16:45 - 17:00	0	0	27	1	0	0	0	28	0	0	108	18	3	5	2	136	0	0	0	1	0	3	0	4	168
HOURLY TOTAL	0	1	65	5	1	1	0	73	0	1	424	86	10	22	5	548	0	0	2	1	0	10	0	13	634
17:00 - 17:15	0	0	17	0	0	0	0	17	0	1	132	20	3	1	1	158	0	0	0	0	0	2	0	2	177
17:15 - 17:30	0	0	23	4	0	0	0	27	0	1	112	19	1	2	2	137	0	0	0	0	0	1	0	1	165
17:30 - 17:45	0	0	17	2	0	0	0	19	0	0	131	16	5	4	1	157	0	0	3	1	0	0	0	4	180
17:45 - 18:00	0	0	10	0	0	0	0	10	0	0	140	15	2	2	2	161	0	0	0	0	0	1	0	1	172
HOURLY TOTAL	0	0	67	6	0	0	0	73	0	2	515	70	11	9	6	613	0	0	3	1	0	4	0	8	694
PERIOD TOTAL	0	1	132	11	1	1	0	146	0	3	939	156	21	31	11	1161	0	0	5	2	0	14	0	21	1328

Manual Classified Turning Counts, Buxton

DATE: THURSDAY 2nd MAY 2019

LOCATION: A6 / DALE ROAD / STATION ROAD

ARM: STATION ROAD

TIME / CLASS	LEFT TO A6 NORTH								STRAIGHT TO DALE ROAD								RIGHT TO A6 SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	10	3	0	0	0	13	14
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	23	2	0	0	0	25	29
7:45 - 8:00	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	12	2	0	0	0	14	18
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8	0	0	49	8	0	0	0	57	66
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	17	2	0	0	0	19	23
8:15 - 8:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	20	4	0	0	0	24	26
8:30 - 8:45	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4	0	0	38	9	0	0	0	47	54
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	8	4	0	0	0	12	0	0	8	3	0	0	0	11	24
HOURLY TOTAL	0	0	6	0	0	0	0	6	0	0	13	7	0	0	0	20	0	0	83	18	0	0	0	101	127
PERIOD TOTAL	0	0	7	0	0	0	0	7	0	0	19	9	0	0	0	28	0	0	132	26	0	0	0	158	193
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	15	4	0	0	0	19	23
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	9	9
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	10	2	0	0	0	12	15
16:45 - 17:00	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2	0	0	7	2	0	0	0	9	14
HOURLY TOTAL	0	0	4	1	0	0	0	5	0	0	6	1	0	0	0	7	0	0	36	13	0	0	0	49	61
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	1	17	1	0	0	0	19	23
17:15 - 17:30	0	0	0	1	0	0	0	1	0	0	3	2	0	0	0	5	0	1	12	4	0	0	0	17	23
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	10	0	0	0	0	10	12
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
HOURLY TOTAL	0	0	1	1	0	0	0	2	0	0	8	2	0	0	0	10	0	2	47	6	0	0	0	55	67
PERIOD TOTAL	0	0	5	2	0	0	0	7	0	0	14	3	0	0	0	17	0	2	83	19	0	0	0	104	128

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APPENDIX D

SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Private Units				
Rowan - End	2 Bed Terraced House	866	10	8660
Rowan - Mid	2 Bed Terraced House	866	1	866
Oakmoor - End	3 Bed Bed Semi / Mews House Duel Aspect End Unit	1049	1	1049
Birchmoor - End	3 Bed Terraced House	1025	3	3075
Rathlin	3 Bed Detached House	990	11	10890
Matlock - End	3 Bed Semi / Mews House	970	23	22310
Hopton	3 Bed Detached / Semi Detached Dual Aspect House	1017	9	9153
Hopton - End	3 Bed Detached / Semi Detached Dual Aspect House	1017	1	1017
Knightwood - End	4 Bed Townhouse	1122	18	20196
Ashtead	4 Bed Dual Aspect Detached House	1265	4	5060
Wallasea	4 Bedroom Int. Garage Detached House	1206	11	13266
Haweswater	4 Bedroom Int. Garage Detached House	1495	7	10465
Total number of units and square footage			**99**	**106007**
Gross Site Area in Acres				**10.39**
Open Space & Undevelopable Area in Acres				**3.18**
Net Site Area in Acres				**7.21**
Density (Units per Acre)				**14**
Density (Units per Hectare)				**34**
Square Foot / Acre				**14,703**

North

AGRICULTURAL LAND

PUMPING STATION

SUDS

LOCAL WILDLIFE AREA

GOLF COURSE

Nunsfield Farm

Fairfield Commc

Potential Future Link Road

ENTRANCE STATEMENT

SUBSTATION

TEMP SALES PARKING

PLAY AREA (LAP) Refer to drawing 2402.4/929

Existing connection to remain open

Existing connection to remain open

Nestle Water Main 5m

Buxton FP 2

Buxton FP 2

Electricity Supply to Farm - Assumed 4m

Buxton EP 1

Buxton FP 77

Nestle Water Main 5m

ARM 4

ARM 3

B.O.A.T

PRoW

BARMS WAY

GLENMOOR ROAD

NORTH ROAD

NORTH ROAD

Links View

St Peter's Church

The Devonshire Cooch House

324.3m

Northlands

Sub Sta

SD

SM

Legend:

- Proposed dwelling and house type code.
- Proposed garage to be built.
- Grass, refer to detailed landscpaing plans for details.
- Wall (Refer to BTL01/BTD01&02 for details)
- Timber gates to be erected to rear gardens. (as indicated on site layout).
- Existing trees to be retained & protected during works.
- Trees to be removed, refer to 1795_ARB_AIA & 1795_ARB_AMS for details.
- Root Protection Zone
- Indicates a tree with a TPO.
- Water main easement, 5m wide as confirmed by Ward Hadaway.
- AM — Acoustic Measures required. (Refer to Noise Assessment for Details)
- AS OPP — Dwelling handing - as / opposite see the construction dwg.
- Refuse collection area
- EV — Car charging point, refer to EVCP info pack for specs & positioning details.
- PROW.
- GRP Chimney
- Indicative Landscaping, refer to UG_1795_Lan_SI_01-05 for details.

HOGSHAW FARM BUXTON

Revision	Description	Date	Design By
02	Layout updated to various internal comments.	18/06/24	GB

Project: HOGSHAW FARM

Description: PLANNING LAYOUT

Design By:	Date:	Scale at A0:	Revision:
GB	11/06/2024	1:500	2

Project	Originator	Functional	Spatial	Form	Discipline	Number
H8797	- BAH -	XX	- XX -	DR -	UD -	203001

BARRATT HOMES

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	NEW SITE LAYOUT UNDERLAID	20.02.24	LD
B	NEW SITE LAYOUT UNDERLAID	10.07.24	LD

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Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
BARRATT HOMES

Project Title:
HOGSHAW FARM, BUXTON

Drawing Title:
INTERNAL DIMENSIONS

Drawn By:	Date:
LD	10.11.2023
Checked: LB	Scale: 1:1250 @ A3 UNLESS STATED
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/220650/D01 | Rev. B

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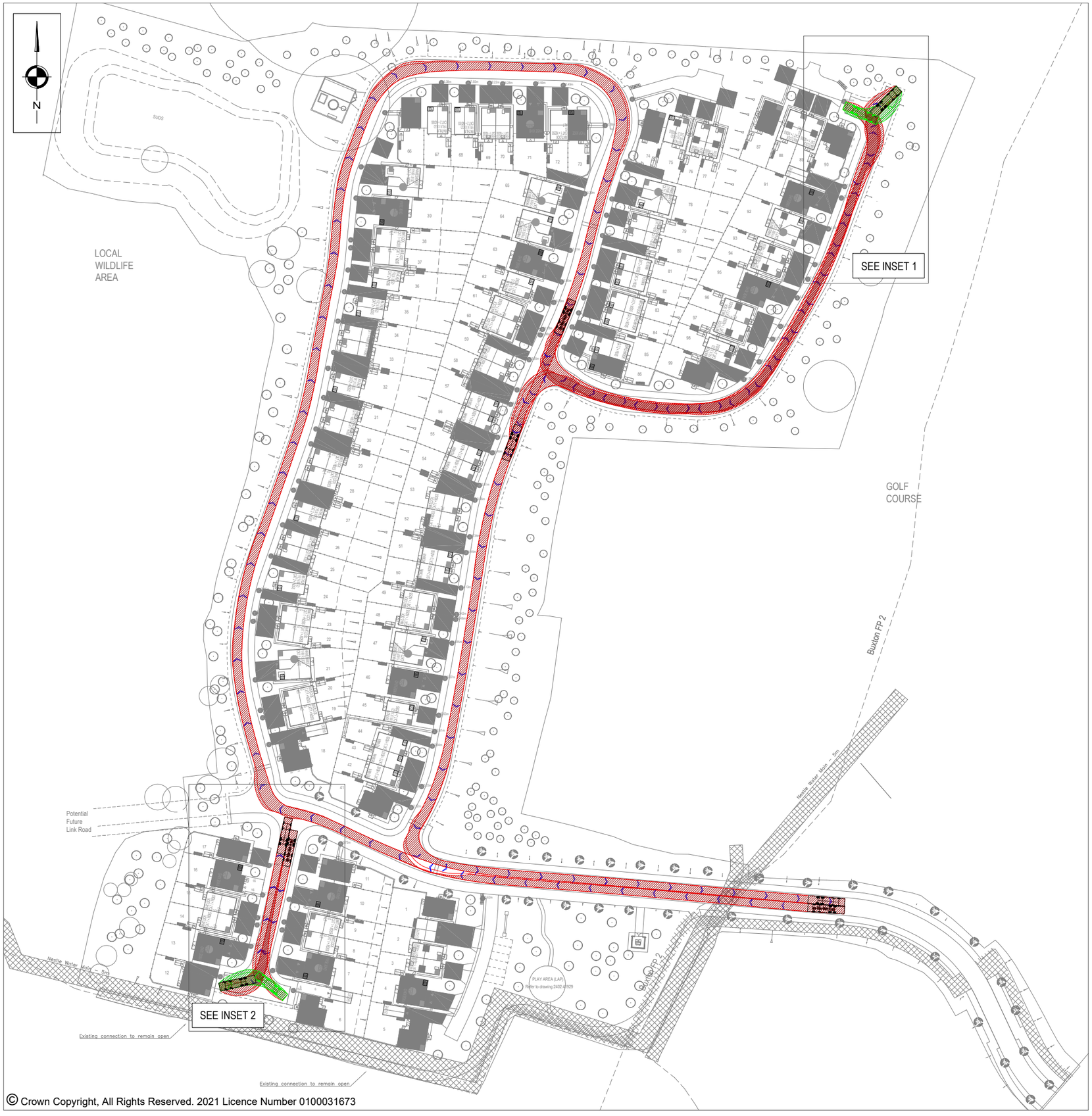
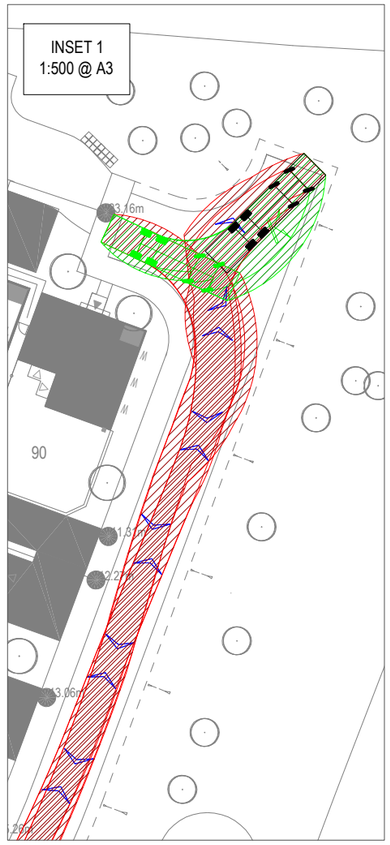
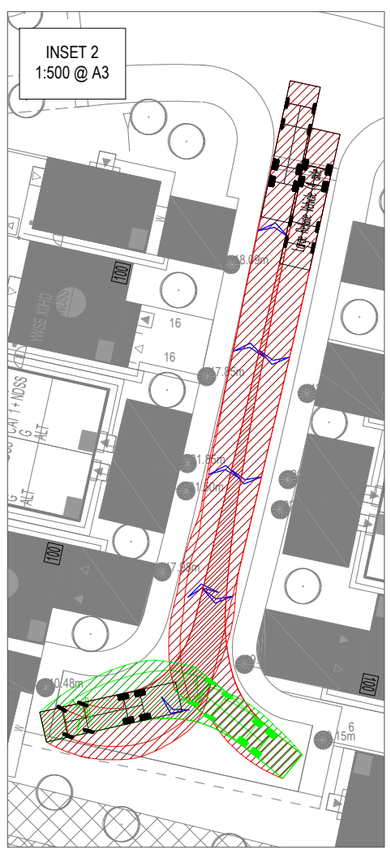
APPENDIX E







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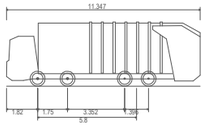

Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN	06.12.22	AM
B	UPDATED VEHICLE	09.10.23	AM
C	NEW SITE LAYOUT UNDERLAID	20.02.24	LD
D	NEW SITE LAYOUT UNDERLAID	10.07.24	LD

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Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
BARRATT HOMES

Project Title:
HOGSHAW FARM, BUXTON

Drawing Title:
SWEPT PATH ANALYSIS

Drawn By: WB	Date: 12.10.2022
Checked: LB	Scale: 1:1250 @ A3 UNLESS STATED
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/220650/ATR01 | Rev. D

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APPENDIX F

From: Rachael Simpkin < >
Sent: 19 June 2024 16:48
To: Emily Sykes < >; JCoxon < >
Cc: Artiss, Simon < >
Subject: *EXTERNAL:FW: Public Right of Way and Bridleway Scheme - Hogshaw Farm, Buxton (LPA ref: HPK/2023/0192)

Dear All,

Please find County comments below:

“We have received correspondence below from Liam Bessell, Senior Transport Planner at SCP, the Transport Planners working on the proposed development and would like to make the following points for you to pass on regarding the plan for the proposed development at Hogshaw.

The controlled Pegasus crossing which DCC recently installed immediately north of the Hogshaw roundabout will form part of the White Peak Loop, a strategic 54 mile, multi-user route around the White Peak area of the Derbyshire Peak District which, when complete, will connect the market towns of Buxton, Bakewell and Matlock. The form that this route took over the A6 was to segregate equestrians from other non-motorised users, hence there are two 3m wide paths with different treatments leading off the roundabout – Ultitrec for equestrians and a tarmac path for cyclists and pedestrians. This arrangement/ surface treatment should be continued on the east then south side of the new spur road, with the crossing also catering for equestrians as well as pedestrians and cycles.

Once the multi-user trail leaves the spur road and enters the proposed development, there appears to be room for it to take a more meandering course rather than following the existing public footpaths which incorporate sharp right angled bends which apart from being off-putting for users, can also make access for maintenance vehicles difficult. It should not be confined between fences, but left as an open route with a feeling of space which is more attractive and inviting. The route should also be offset from the boundary with existing properties on Glenmoor Road and Nunsfield Road and should not be physically separated from the proposed dwellings to the south of the spur road. Connecting paths should be provided from the cul-de-sacs on the new development so residents are able to directly access the White Peak Loop.

The proposed 3m width is a little narrow to enable all users to negotiate the same space safely and we would ask that this is increased to 5m between the spur road and the SW corner of the site. We would also request that a porous paving surface is provided which is suitable for all users, especially on the steeper section. This would help avoid regular washout associated with a semi bound material and be preferable to an asphalt surface which is slippery and therefore unsafe for horse riders. Chicane barriers set wide apart to allow ease of access for all users should be installed on the uphill side of the junctions with Glenmoor Road and Nunsfield Road to help slow cyclists down in advance. Consideration should also be given to how the route will be signed and illuminated.

The more meandering route will require parts of Buxton Footpaths 1 and 2 to be diverted and the multi-user trail will need to be upgraded to public bridleway between the new spur road and the top of Nunsfield Road, in order to enable equestrian and cycle use, as well as pedestrians. The necessary diversion order and creation agreement can be dealt with by High Peak Borough Council. Reference should be made to legislation/legal processes involved, including the need for public consultation and the fact this is separate from the planning application. The County Council’s Rights of Way team is happy to provide technical assistance if this is required.

The multi-user trail should facilitate / maximise active travel to and through the site and connect to existing networks. As our longer-term plan is to provide an off-road link with Lightwood Road which could possibly utilise an existing trackway next to the recreation ground, we would request an appropriate developer contribution towards the onward connection, including a bridleway bridge over Nun Brook, along with a commuted sum for maintenance".

Kind regards,

Rachael Simpkin Senior Planning Officer (Majors & Commercial)
(She/Her)
Development Services
High Peak Borough Council and Staffordshire Moorlands District Council

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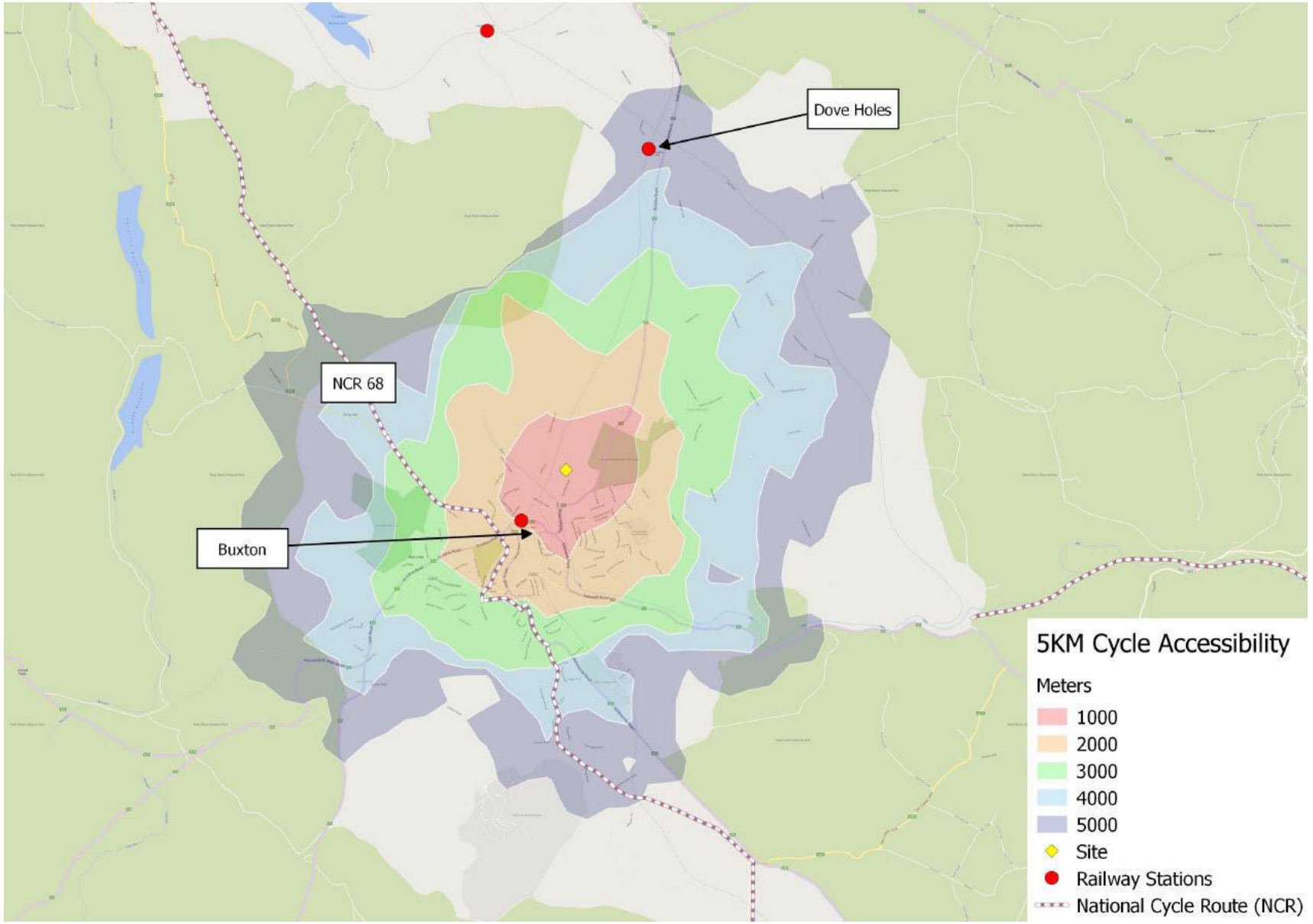
APPENDIX G



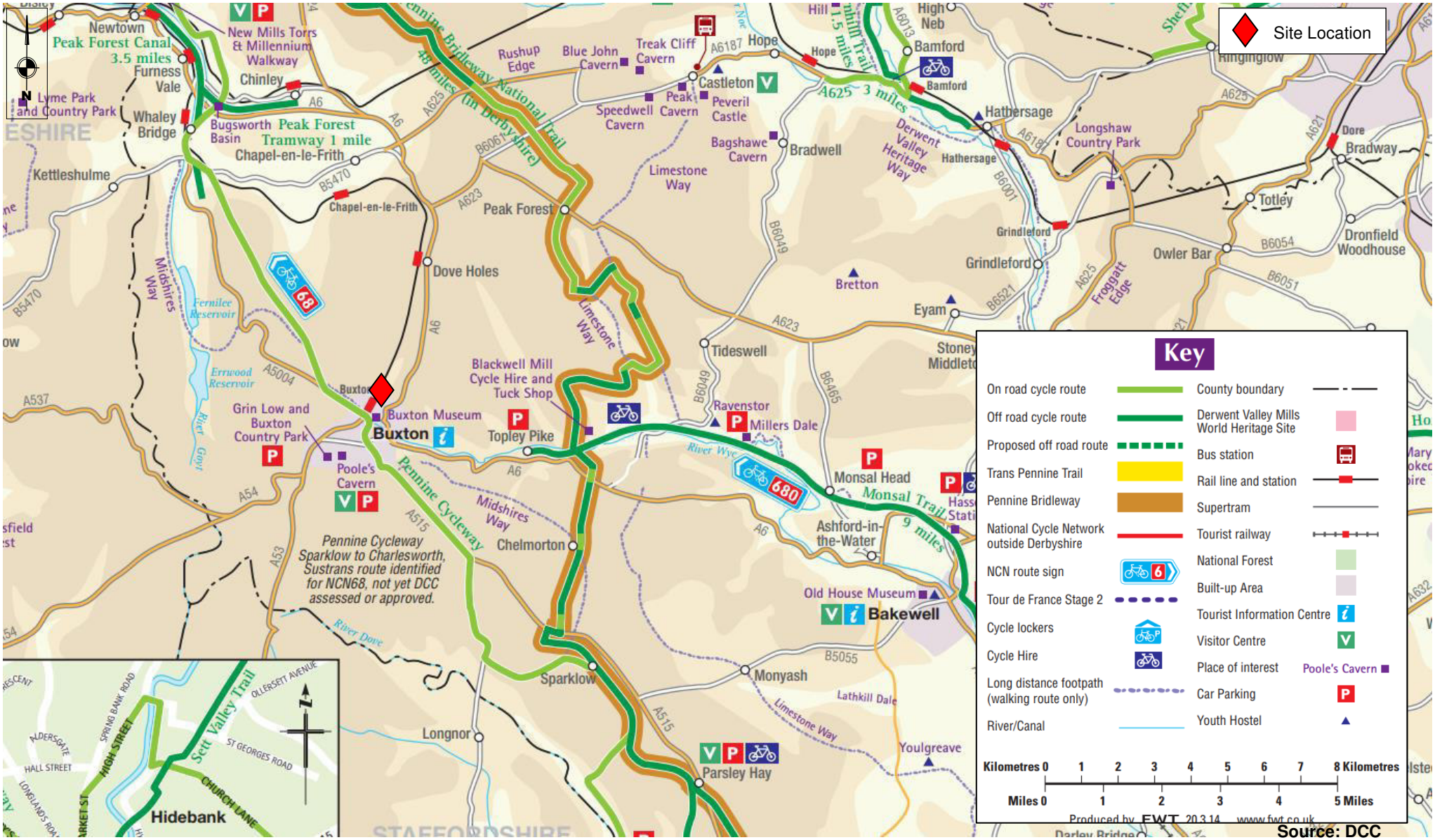
S C P
Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title	220650 Hogshaw Farm, Buxton
Drawing Title	5km Cycle Isochrone
Scale	NTS
By	LB
Date	16.04.19
Checked	WB
Approved/Unapproved	-
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No. GIS 4

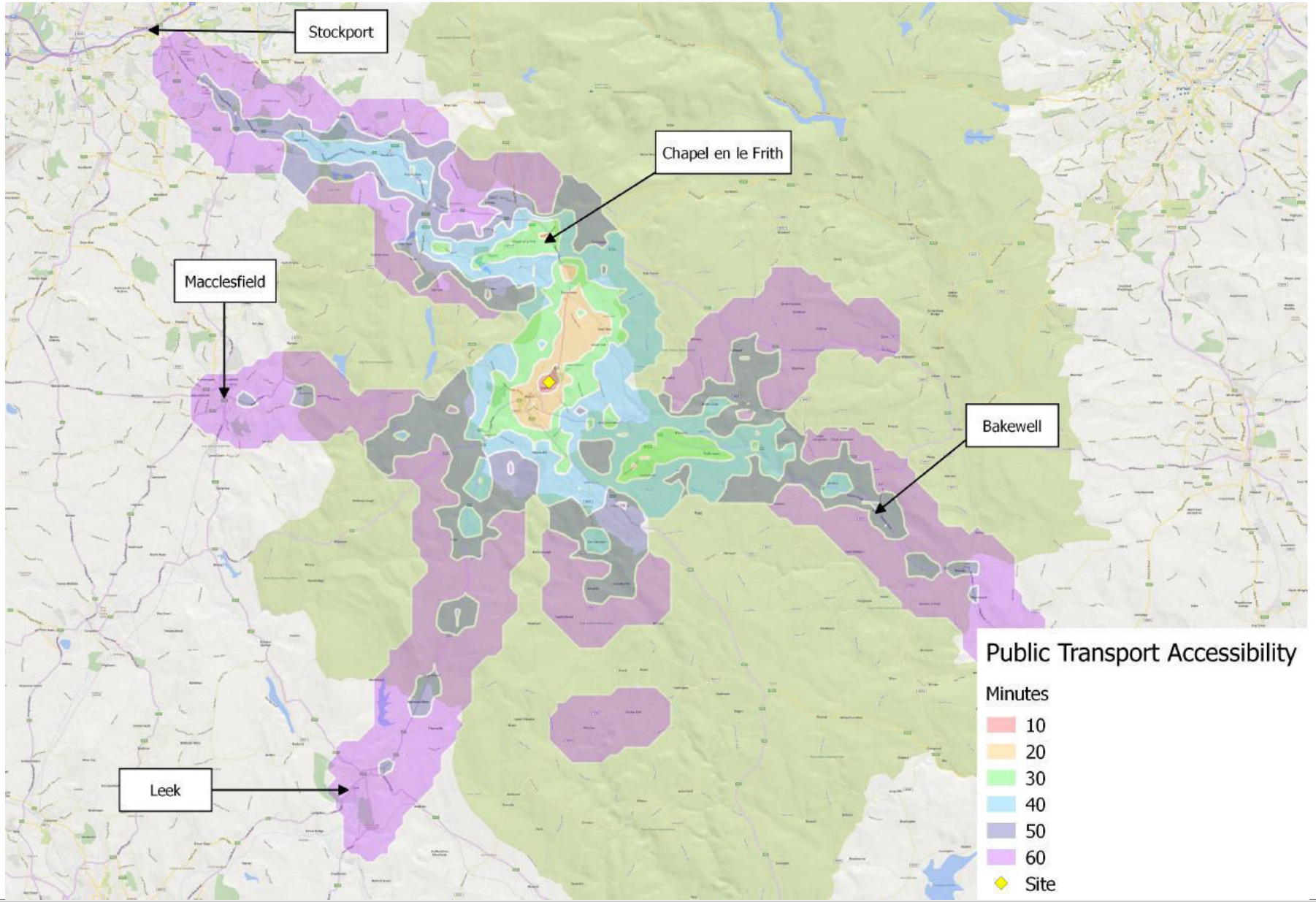
Revision -



S C P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title 220650 Hogshaw Farm, Buxton	Drawing Title Local Cycle Map	Scale NTS	By LB	Rev	Description	Date	By	Drawing No. GIS 3
			Date 16.04.19	Checked WB	-	-	-	-	
			Approved/Unapproved -	Status PLANNING	-	-	-	-	Revision -

S|C|P

APPENDIX H



S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: 220650 Hogshaw Farm, Buxton	Drawing Title: 60 Minute Public Transport	Scale: NTS	By: LB	Rev	Description	Date	By	Drawing No.: GIS 5
			Date: 16.04.19	Checked: WB	-	-	-	-	
			Approved/Unapproved: -	Status: PLANNING	-	-	-	-	Revision: -
					-	-	-	-	
					-	-	-	-	

S|C|P

APPENDIX I

Calculation Reference: AUDIT-726001-221005-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	4 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	2 days
	TK	THURROCK	1 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 55 to 237 (units:)
Range Selected by User: 55 to 240 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 30/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	7 days
Tuesday	7 days
Wednesday	6 days
Thursday	7 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	28
Village	1
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	33 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	10 days
15,001 to 20,000	6 days
20,001 to 25,000	7 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	12 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	22 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	14 days
No	19 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	33 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **CB-03-A-04** **SEMI DETACHED** **CUMBRIA**
MOORCLOSE ROAD
WORKINGTON
SALTERBACK
Edge of Town
No Sub Category
Total No of Dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

2 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

3 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 **EC-03-A-05** **SEMI-DET./BUNGALOWS** **CHESHIRE EAST**
CREWE ROAD
CREWE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

6 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

7 **ES-03-A-04** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **ES-03-A-05** **MIXED HOUSES & FLATS** **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

9 **ES-03-A-07** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 **EX-03-A-03** **MIXED HOUSES** **ESSEX**
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

11 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

12 **HC-03-A-23** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

13 **HC-03-A-27** **MIXED HOUSES** **HAMPSHIRE**
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

14 **HC-03-A-28** **MIXED HOUSES & FLATS** **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 **HC-03-A-29** **MIXED HOUSES & FLATS** **HAMPSHIRE**
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *30/06/22* *Survey Type: MANUAL*

16 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

17 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

18 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

19 **NF-03-A-04** **MIXED HOUSES** **NORFOLK**
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

20 **NF-03-A-25** **MIXED HOUSES & FLATS** **NORFOLK**
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

21 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

22 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

24 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

25 **SF-03-A-09** **MIXED HOUSES & FLATS** **SUFFOLK**
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

26 **SF-03-A-10** **TERRACED & SEMI-DETACHED** **SUFFOLK**
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

27 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

28 **TK-03-A-01** **SEMI-DET.** **THURROCK**
MILTON ROAD
STANFORD-LE-HOPE
CORRINGHAM
Edge of Town
Residential Zone
Total No of Dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

29 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

31 **WS-03-A-12** **MIXED HOUSES** **WEST SUSSEX**
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

32 **WS-03-A-13** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

33 **WS-03-A-14** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.75

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	126	0.067	33	126	0.284	33	126	0.351
08:00 - 09:00	33	126	0.134	**33**	**126**	**0.365**	**33**	**126**	**0.499**
09:00 - 10:00	33	126	0.141	33	126	0.177	33	126	0.318
10:00 - 11:00	33	126	0.139	33	126	0.171	33	126	0.310
11:00 - 12:00	33	126	0.145	33	126	0.152	33	126	0.297
12:00 - 13:00	33	126	0.159	33	126	0.154	33	126	0.313
13:00 - 14:00	33	126	0.170	33	126	0.156	33	126	0.326
14:00 - 15:00	33	126	0.163	33	126	0.187	33	126	0.350
15:00 - 16:00	33	126	0.266	33	126	0.175	33	126	0.441
16:00 - 17:00	33	126	0.274	33	126	0.158	33	126	0.432
17:00 - 18:00	**33**	**126**	**0.322**	33	126	0.164	33	126	0.486
18:00 - 19:00	33	126	0.250	33	126	0.145	33	126	0.395
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.230			2.288			4.518

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	55 - 237 (units:)
Survey date date range:	01/01/08 - 30/06/22
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	126	0.005	33	126	0.012	33	126	0.017
08:00 - 09:00	33	126	0.006	**33**	**126**	**0.020**	33	126	0.026
09:00 - 10:00	33	126	0.002	33	126	0.004	33	126	0.006
10:00 - 11:00	33	126	0.003	33	126	0.005	33	126	0.008
11:00 - 12:00	33	126	0.005	33	126	0.005	33	126	0.010
12:00 - 13:00	33	126	0.006	33	126	0.005	33	126	0.011
13:00 - 14:00	33	126	0.004	33	126	0.003	33	126	0.007
14:00 - 15:00	33	126	0.005	33	126	0.005	33	126	0.010
15:00 - 16:00	33	126	0.014	33	126	0.009	33	126	0.023
16:00 - 17:00	**33**	**126**	**0.018**	33	126	0.009	**33**	**126**	**0.027**
17:00 - 18:00	33	126	0.014	33	126	0.010	33	126	0.024
18:00 - 19:00	33	126	0.011	33	126	0.006	33	126	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.093			0.186

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	126	0.024	33	126	0.050	33	126	0.074
08:00 - 09:00	33	126	0.051	**33**	**126**	**0.138**	33	126	0.189
09:00 - 10:00	33	126	0.052	33	126	0.051	33	126	0.103
10:00 - 11:00	33	126	0.037	33	126	0.051	33	126	0.088
11:00 - 12:00	33	126	0.037	33	126	0.039	33	126	0.076
12:00 - 13:00	33	126	0.037	33	126	0.037	33	126	0.074
13:00 - 14:00	33	126	0.034	33	126	0.031	33	126	0.065
14:00 - 15:00	33	126	0.038	33	126	0.045	33	126	0.083
15:00 - 16:00	**33**	**126**	**0.128**	33	126	0.062	**33**	**126**	**0.190**
16:00 - 17:00	33	126	0.075	33	126	0.047	33	126	0.122
17:00 - 18:00	33	126	0.065	33	126	0.032	33	126	0.097
18:00 - 19:00	33	126	0.047	33	126	0.040	33	126	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.625			0.623			1.248

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	126	0.002	33	126	0.029	33	126	0.031
08:00 - 09:00	33	126	0.003	**33**	**126**	**0.045**	**33**	**126**	**0.048**
09:00 - 10:00	33	126	0.003	33	126	0.012	33	126	0.015
10:00 - 11:00	33	126	0.006	33	126	0.008	33	126	0.014
11:00 - 12:00	33	126	0.005	33	126	0.008	33	126	0.013
12:00 - 13:00	33	126	0.007	33	126	0.008	33	126	0.015
13:00 - 14:00	33	126	0.006	33	126	0.006	33	126	0.012
14:00 - 15:00	33	126	0.009	33	126	0.007	33	126	0.016
15:00 - 16:00	33	126	0.024	33	126	0.008	33	126	0.032
16:00 - 17:00	33	126	0.019	33	126	0.004	33	126	0.023
17:00 - 18:00	**33**	**126**	**0.026**	33	126	0.003	33	126	0.029
18:00 - 19:00	33	126	0.023	33	126	0.002	33	126	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.140			0.273

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

S|C|P

APPENDIX J

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

	usual residence		
place of work : 2011 super output area - middle layer	**E02004102 : High Peak 010**	Dist %	Route
E02004102 : High Peak 010	244	17%	H
E02004102 : High Peak 010	29	2%	I
E02004102 : High Peak 010	14	1%	D
E02006872 : High Peak 013	195	13%	C
E02006872 : High Peak 013	28	2%	A
E02006872 : High Peak 013	28	2%	B
E02006872 : High Peak 013	28	2%	D
E02004104 : High Peak 012	118	8%	H
E02004104 : High Peak 012	118	8%	I
E02004103 : High Peak 011	89	6%	F
E02004103 : High Peak 011	30	2%	I
E02004100 : High Peak 008	10	1%	A
E02004100 : High Peak 008	10	1%	C
E02004100 : High Peak 008	20	1%	H
E02004069 : Derbyshire Dales 002	19	1%	D
E02004069 : Derbyshire Dales 002	19	1%	I
E02003870 : Cheshire East 018	34	2%	C
E02004073 : Derbyshire Dales 006	17	1%	D
E02004073 : Derbyshire Dales 006	17	1%	I
E02004070 : Derbyshire Dales 003	23	2%	I
E02004070 : Derbyshire Dales 003	8	1%	D
E02004097 : High Peak 005	30	2%	C
E02003869 : Cheshire East 017	19	1%	C
E02004068 : Derbyshire Dales 001	14	1%	C
E02004068 : Derbyshire Dales 001	5	0%	D
E02003864 : Cheshire East 012	14	1%	C
E02001213 : Stockport 027	14	1%	C
E02004095 : High Peak 003	14	1%	C
E02003868 : Cheshire East 016	6	0%	C
E02003868 : Cheshire East 016	6	0%	H
E02004064 : Chesterfield 010	12	1%	I
E02001200 : Stockport 014	11	1%	C
E02004072 : Derbyshire Dales 005	10	1%	I
E02004075 : Derbyshire Dales 008	5	0%	I
E02004075 : Derbyshire Dales 008	5	0%	H
E02006204 : Staffordshire Moorlands 001	10	1%	H
E02004074 : Derbyshire Dales 007	9	1%	I
E02004098 : High Peak 006	5	0%	C
E02004098 : High Peak 006	5	0%	A
E02003872 : Cheshire East 020	8	1%	C
E02001241 : Tameside 013	8	1%	C
E02006208 : Staffordshire Moorlands 005	8	1%	H
E02004033 : Amber Valley 005	7	0%	I
E02004071 : Derbyshire Dales 004	7	0%	I
E02004096 : High Peak 004	7	0%	C
E02003853 : Cheshire East 001	6	0%	C
E02003865 : Cheshire East 013	3	0%	A
E02003865 : Cheshire East 013	3	0%	C
E02006912 : Manchester 055	6	0%	C
E02001205 : Stockport 019	6	0%	C
E02001224 : Stockport 038	6	0%	C
E02006210 : Staffordshire Moorlands 007	6	0%	H
E02003858 : Cheshire East 006	5	0%	C
E02003859 : Cheshire East 007	5	0%	C
E02003862 : Cheshire East 011	2	0%	A
E02003862 : Cheshire East 011	3	0%	C
E02003873 : Cheshire East 021	5	0%	C
E02001193 : Stockport 007	5	0%	C
E02001256 : Tameside 028	5	0%	C
E02002803 : Derby 008	5	0%	I
E02004076 : Derbyshire Dales 009	3	0%	I
E02004076 : Derbyshire Dales 009	3	0%	H
E02004094 : High Peak 002	5	0%	C
E02006131 : East Staffordshire 001	3	0%	H
E02006131 : East Staffordshire 001	3	0%	I
E02003867 : Cheshire East 015	4	0%	C
E02006902 : Manchester 054	4	0%	C
E02001155 : Rochdale 024	4	0%	C
E02001219 : Stockport 033	2	0%	C
E02001219 : Stockport 033	2	0%	H
E02001235 : Tameside 007	4	0%	C
E02001259 : Trafford 001	4	0%	C
E02006868 : Sheffield 075	4	0%	I
E02002797 : Derby 002	4	0%	I
E02002800 : Derby 005	4	0%	I
E02004093 : High Peak 001	4	0%	C
E02002965 : Stoke-on-Trent 015	4	0%	H
	1,464		

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Left out of site and North along A6 - Then west along Station Road	Left out of site and north along A6 - Then east along Dale Road	Left out of site and north along A6	Right out of site - then east along Waterswallows Road	Right out of site - then right along North Road	Right out of the site - then west along A6 then south at Queens Road	Right out of the site - then west along A6 then north-east along St Peters Road	Right out of the site - then west along A6 and west along A53	Right out of site - west along A6 and south along Bakewell Road
A	B	C	D	E	F	G	H	I
3%	2%	32%	6%	0%	6%	0%	29%	21%

S|C|P

APPENDIX K

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013

Filename: Site Access Roundabout.j9
Path: Y:\Job Library\2022\220650 - Hogshaw Farm, Buxton\Traffic Data\Junction Assessments\ARCADY - Hogshaw Fairfield Roundabout
Report generation date: 08/07/2024 17:11:39

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Assessment Year									
Arm 1	D1	2.3	8.11	0.70	A	D2	1.6	6.17	0.61	A
Arm 2		0.4	4.88	0.27	A		0.5	4.77	0.32	A
Arm 3		1.6	5.73	0.62	A		2.8	8.59	0.74	A
Arm 4		0.1	4.98	0.05	A		0.0	5.69	0.03	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Hogshaw Fairfield Roundabout
Location	Buxton
Site number	
Date	22/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	18685
Enumerator	SCP\vicky.lomas
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Assessment Year	AM	ONE HOUR	07:30	09:00	15	✓
D2	2029 Assessment Year	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2029 Assessment Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hogshaw Fairfield Roundabout	Standard Roundabout		1, 2, 3, 4	6.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A6 Dove Holes	
2	Waterswallows Road	
3	A6 Fairfield Road	
4	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.50	7.00	15.0	30.0	38.0	42.0	
2	4.00	7.00	12.0	35.0	38.0	47.0	
3	4.00	7.00	14.0	35.0	38.0	47.0	
4	3.00	6.50	12.5	35.0	38.0	59.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.624	1625
2	0.625	1652
3	0.632	1685
4	0.552	1351

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 Assessment Year	AM	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	950	100.000
2		ONE HOUR	✓	249	100.000
3		ONE HOUR	✓	922	100.000
4		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	37	909	4
	2	53	0	194	2
	3	740	176	0	6
	4	14	4	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.70	8.11	2.3	A	872	1308
2	0.27	4.88	0.4	A	228	343
3	0.62	5.73	1.6	A	846	1269
4	0.05	4.98	0.1	A	33	50

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	715	179	148	1533	0.467	712	605	0.0	0.9	4.366	A
2	187	47	698	1216	0.154	187	163	0.0	0.2	3.497	A
3	694	174	44	1657	0.419	691	840	0.0	0.7	3.718	A
4	27	7	727	950	0.029	27	9	0.0	0.0	3.898	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	854	214	178	1515	0.564	852	725	0.9	1.3	5.424	A
2	224	56	835	1130	0.198	224	195	0.2	0.2	3.972	A
3	829	207	53	1651	0.502	828	1006	0.7	1.0	4.365	A
4	32	8	870	871	0.037	32	11	0.0	0.0	4.291	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1046	261	218	1490	0.702	1042	886	1.3	2.3	7.965	A
2	274	69	1021	1014	0.270	274	238	0.2	0.4	4.862	A
3	1015	254	65	1644	0.618	1013	1230	1.0	1.6	5.684	A
4	40	10	1064	764	0.052	40	13	0.0	0.1	4.970	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1046	261	218	1489	0.702	1046	888	2.3	2.3	8.108	A
2	274	69	1025	1011	0.271	274	239	0.4	0.4	4.884	A
3	1015	254	65	1644	0.618	1015	1234	1.6	1.6	5.727	A
4	40	10	1067	763	0.052	40	13	0.1	0.1	4.979	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	854	214	178	1514	0.564	858	727	2.3	1.3	5.520	A
2	224	56	841	1126	0.199	224	196	0.4	0.2	3.995	A
3	829	207	53	1651	0.502	831	1012	1.6	1.0	4.403	A
4	32	8	874	869	0.037	32	11	0.1	0.0	4.301	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	715	179	149	1532	0.467	717	609	1.3	0.9	4.425	A
2	187	47	703	1213	0.155	188	164	0.2	0.2	3.515	A
3	694	174	44	1657	0.419	695	846	1.0	0.7	3.751	A
4	27	7	731	948	0.029	27	9	0.0	0.0	3.910	A

2029 Assessment Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hogshaw Fairfield Roundabout	Standard Roundabout		1, 2, 3, 4	7.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 Assessment Year	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	841	100.000
2		ONE HOUR	✓	317	100.000
3		ONE HOUR	✓	1092	100.000
4		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	52	777	12
	2	78	0	237	2
	3	917	159	0	16
	4	6	2	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.61	6.17	1.6	A	772	1158
2	0.32	4.77	0.5	A	291	436
3	0.74	8.59	2.8	A	1002	1503
4	0.03	5.69	0.0	A	15	22

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	633	158	127	1546	0.409	630	750	0.0	0.7	3.918	A
2	239	60	597	1278	0.187	238	160	0.0	0.2	3.456	A
3	822	206	69	1641	0.501	818	766	0.0	1.0	4.354	A
4	12	3	865	874	0.014	12	22	0.0	0.0	4.175	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	756	189	152	1531	0.494	755	898	0.7	1.0	4.633	A
2	285	71	715	1205	0.237	285	191	0.2	0.3	3.912	A
3	982	245	83	1632	0.601	980	917	1.0	1.5	5.498	A
4	14	4	1035	780	0.018	14	27	0.0	0.0	4.702	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	926	231	185	1510	0.613	924	1098	1.0	1.6	6.116	A
2	349	87	875	1105	0.316	348	234	0.3	0.5	4.756	A
3	1202	301	101	1621	0.742	1197	1123	1.5	2.8	8.395	A
4	18	4	1265	653	0.027	18	33	0.0	0.0	5.665	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	926	231	186	1509	0.613	926	1102	1.6	1.6	6.169	A
2	349	87	877	1103	0.316	349	234	0.5	0.5	4.772	A
3	1202	301	101	1621	0.742	1202	1125	2.8	2.8	8.591	A
4	18	4	1270	650	0.027	18	33	0.0	0.0	5.690	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	756	189	153	1530	0.494	758	904	1.6	1.0	4.678	A
2	285	71	719	1203	0.237	286	192	0.5	0.3	3.928	A
3	982	245	83	1632	0.601	987	921	2.8	1.5	5.623	A
4	14	4	1043	776	0.019	14	27	0.0	0.0	4.727	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	633	158	128	1546	0.410	634	755	1.0	0.7	3.955	A
2	239	60	601	1276	0.187	239	161	0.3	0.2	3.471	A
3	822	206	69	1641	0.501	824	771	1.5	1.0	4.419	A
4	12	3	871	871	0.014	12	23	0.0	0.0	4.194	A

S|C|P

APPENDIX L

Junctions 9

ARCADY 9 - Roundabout Module

Filename: 18685_ARCADY_A53.A6_DIRECT.j9
Path: Y:\Job Library\2022\220650 - Hogshaw Farm, Buxton\Traffic Data\Junction Assessments\A53.A6 Rndbt
Report generation date: 08/07/2024 17:15:15

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Base 2029													
Arm 1	D1	32.1	89.10	1.03	F	55.90	-8 % [Arm 1]	D2	21.1	55.74	1.01	F	73.66	-13 % [Arm 3]
Arm 2		6.2	28.99	0.89	D				13.8	52.97	0.98	F		
Arm 3		2.8	15.65	0.75	C				35.1	121.49	1.12	F		
	Assessment 2029													
Arm 1	D3	38.8	110.64	1.05	F	67.16	-9 % [Arm 1]	D4	22.3	60.25	1.02	F	81.27	-14 % [Arm 3]
Arm 2		6.3	29.64	0.89	D				15.5	58.02	1.00	F		
Arm 3		2.9	16.04	0.76	C				39.2	136.06	1.13	F		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A53/A6 Roundabout
Location	
Site number	
Date	25/04/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\Liam Bessell
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Base 2029	AM	DIRECT	07:30	08:30	60	15	✓
D2	Base 2029	PM	DIRECT	16:15	17:15	60	15	✓
D3	Assessment 2029	AM	DIRECT	07:30	08:30	60	15	✓
D4	Assessment 2029	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base 2029, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	55.90	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-8	Arm 1

Arms

Arms

Arm	Name	Description
1	A6 (NE)	
2	A6 (SE)	
3	A53 (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.80	3.80	7.80	44.0	15.70	11.00	0.0	✓
2	4.30	4.30	7.90	8.8	19.00	16.00	0.0	✓
3	5.10	5.10	6.50	15.5	17.00	2.00	0.0	✓

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1	Percentage		100.00
2	Percentage		100.00
3	Percentage		100.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.631	343.147
2	0.629	313.136
3	0.600	306.453

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Base 2029	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	195.00	135.00
	2	133.00	0.00	36.00
	3	145.00	17.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	164.00	145.00
	2	129.00	0.00	33.00
	3	112.00	22.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	182.00	163.00
	2	154.00	0.00	37.00
	3	130.00	14.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	167.00	149.00
	2	138.00	0.00	36.00
	3	142.00	25.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.03	89.10	32.1	F	325.00	1300.00
2	0.89	28.99	6.2	D	174.00	696.00
3	0.75	15.65	2.8	C	151.75	607.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330.00	330.00	16.75	332.58	0.992	313.54	273.92	0.0	16.5	34.504	D
2	169.00	169.00	128.27	232.48	0.727	166.48	202.03	0.0	2.5	13.179	B
3	162.00	162.00	131.02	227.83	0.711	159.66	163.73	0.0	2.3	12.800	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309.00	309.00	22.01	329.27	0.938	309.11	241.81	16.5	16.4	46.488	E
2	162.00	162.00	144.06	222.55	0.728	161.93	187.06	2.5	2.6	14.795	B
3	134.00	134.00	128.92	229.09	0.585	134.90	177.07	2.3	1.4	9.644	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345.00	345.00	14.05	334.29	1.032	329.21	280.57	16.4	32.1	76.994	F
2	191.00	191.00	155.49	215.37	0.887	187.44	187.77	2.6	6.2	28.988	D
3	144.00	144.00	151.11	215.77	0.667	143.51	191.82	1.4	1.9	12.359	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	316.00	316.00	24.77	327.53	0.965	316.32	281.00	32.1	31.8	89.105	F
2	174.00	174.00	149.18	219.33	0.793	175.98	191.90	6.2	4.2	21.647	C
3	167.00	167.00	139.65	222.65	0.750	166.11	185.51	1.9	2.8	15.647	C

Base 2029, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	73.66	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-13	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Base 2029	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	149.00	138.00
	2	160.00	0.00	33.00
	3	170.00	24.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	179.00	153.00
	2	154.00	0.00	34.00
	3	186.00	25.00	0.00

Demand (PCU/TS)

16:45 - 17:00

From \ To	1	2	3
1	0.00	186.00	124.00
2	165.00	0.00	37.00
3	164.00	21.00	0.00

Demand (PCU/TS)

17:00 - 17:15

From \ To	1	2	3
1	0.00	157.00	134.00
2	196.00	0.00	27.00
3	189.00	27.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	0
2	0	0	0
3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.01	55.74	21.1	F	305.00	1220.00
2	0.98	52.97	13.8	F	201.50	806.00
3	1.12	121.49	35.1	F	201.50	806.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287.00	287.00	23.11	328.58	0.873	281.08	319.78	0.0	5.9	17.251	C
2	193.00	193.00	135.15	228.15	0.846	188.28	169.04	0.0	4.7	20.636	C
3	194.00	194.00	156.09	212.78	0.912	186.81	167.35	0.0	7.2	29.352	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	332.00	332.00	24.20	327.89	1.013	316.80	333.45	5.9	21.1	49.548	E
2	188.00	188.00	146.11	221.26	0.850	187.58	194.89	4.7	5.1	26.009	D
3	211.00	211.00	153.70	214.22	0.985	203.95	179.99	7.2	14.2	59.534	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	310.00	310.00	21.55	329.56	0.941	311.55	332.21	21.1	19.6	55.740	F
2	202.00	202.00	125.90	233.97	0.863	201.47	207.19	5.1	5.7	26.782	D
3	185.00	185.00	164.58	207.69	0.891	189.18	162.80	14.2	10.1	53.398	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291.00	291.00	23.76	328.16	0.887	301.22	355.74	19.6	9.4	37.956	E
2	223.00	223.00	137.52	226.66	0.984	214.86	187.46	5.7	13.8	52.967	F
3	216.00	216.00	188.49	193.34	1.117	191.01	163.89	10.1	35.1	121.488	F

Assessment 2029, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	67.16	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-9	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Assessment 2029	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	197.00	138.00
	2	133.00	0.00	36.00
	3	146.00	17.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	166.00	148.00
	2	129.00	0.00	33.00
	3	113.00	22.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	184.00	166.00
	2	154.00	0.00	37.00
	3	131.00	14.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	169.00	152.00
	2	139.00	0.00	36.00
	3	143.00	25.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.05	110.64	38.8	F	330.00	1320.00
2	0.89	29.64	6.3	D	174.25	697.00
3	0.76	16.04	2.9	C	152.75	611.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335.00	335.00	16.75	332.58	1.007	315.98	274.84	0.0	19.0	38.026	E
2	169.00	169.00	130.16	231.29	0.731	166.43	202.56	0.0	2.6	13.397	B
3	163.00	163.00	130.98	227.85	0.715	160.61	165.62	0.0	2.4	12.966	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314.00	314.00	22.01	329.27	0.954	313.92	242.81	19.0	19.1	55.859	F
2	162.00	162.00	146.83	220.81	0.734	161.90	189.10	2.6	2.7	15.219	C
3	135.00	135.00	128.90	229.10	0.589	135.92	179.84	2.4	1.5	9.753	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.00	350.00	14.05	334.29	1.047	330.64	281.50	19.1	38.5	89.039	F
2	191.00	191.00	156.76	214.57	0.890	187.37	187.93	2.7	6.3	29.635	D
3	145.00	145.00	151.05	215.81	0.672	144.50	193.08	1.5	2.0	12.523	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321.00	321.00	24.76	327.54	0.980	320.69	282.81	38.5	38.8	110.638	F
2	175.00	175.00	151.88	217.63	0.804	176.80	193.57	6.3	4.5	22.984	C
3	168.00	168.00	140.51	222.13	0.756	167.06	188.18	2.0	2.9	16.040	C

Assessment 2029, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	81.27	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-14	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Assessment 2029	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To		
		1	2	3
From	1	0.00	149.00	139.00
	2	162.00	0.00	33.00
	3	173.00	24.00	0.00

Demand (PCU/TS)

16:30 - 16:45

		To		
		1	2	3
From	1	0.00	180.00	154.00
	2	156.00	0.00	34.00
	3	189.00	25.00	0.00

Demand (PCU/TS)

16:45 - 17:00

From \ To	1	2	3
1	0.00	187.00	125.00
2	167.00	0.00	37.00
3	166.00	21.00	0.00

Demand (PCU/TS)

17:00 - 17:15

From \ To	1	2	3
1	0.00	157.00	135.00
2	198.00	0.00	27.00
3	191.00	27.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	0
2	0	0	0
3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.02	60.25	22.3	F	306.50	1226.00
2	1.00	58.02	15.5	F	203.50	814.00
3	1.13	136.06	39.2	F	204.00	816.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288.00	288.00	23.00	328.65	0.876	281.96	323.59	0.0	6.0	17.501	C
2	195.00	195.00	136.09	227.57	0.857	189.95	168.87	0.0	5.0	21.673	C
3	197.00	197.00	157.80	211.75	0.930	188.78	168.23	0.0	8.2	32.235	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334.00	334.00	24.01	328.01	1.018	317.70	336.78	6.0	22.3	51.494	F
2	190.00	190.00	146.61	220.95	0.860	189.52	195.09	5.0	5.5	27.726	D
3	214.00	214.00	155.66	213.04	1.005	205.13	180.48	8.2	17.1	68.768	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312.00	312.00	21.62	329.51	0.947	312.90	336.73	22.3	21.4	60.245	F
2	204.00	204.00	126.71	233.46	0.874	203.39	207.81	5.5	6.1	28.740	D
3	187.00	187.00	166.52	206.52	0.905	191.83	163.59	17.1	12.3	65.992	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	292.00	292.00	23.52	328.32	0.889	303.70	356.87	21.4	9.7	41.477	E
2	225.00	225.00	139.09	225.68	0.997	215.60	188.13	6.1	15.5	58.022	F
3	218.00	218.00	189.35	192.82	1.131	191.04	165.33	12.3	39.2	136.060	F

S|C|P

APPENDIX M

LinSig V1 style report

User and Project Details

Project:	**Nunsfield Farm, Buxton**
Title:	**A6 Hallsteads/Station Road/Dale Road Junction**
Location:	Buxton
Additional detail:	
File name:	A6 Hallsteads.Station Rd. Dale Rd. Model.lsg3x
Author:	
Company:	SCP
Address:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	6	6	8	8	7	9
	B	-		6	7	8	8	8	5
	C	7	7		8	7	7	7	8
	D	7	7	6		8	8	5	8
	E	0	0	0	0		-	-	-
	F	0	0	0	0	-		-	-
	G	0	0	0	0	-	-		-
	H	0	0	0	0	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage 1	To Stage 2	To Stage 3	To Stage 4
1		9	6	7
2	2		2	2
3	7	8		8
4	7	8	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	E F G H
3	C
4	D

Give-Way Lane Input Data

Junction: A6 Hallsteads, Station Road, Dale Road Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/1 (A6 Buxton Road)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00
4/1 (A6 Hallsteads Road)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00

Lane Input Data

Junction: A6 Hallsteads, Station Road, Dale Road Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Dale Road)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	19.50
											Arm 7 Ahead	Inf
											Arm 8 Right	26.70
2/1 (A6 Buxton Road)	O	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Right	29.90
											Arm 7 Left	17.60
											Arm 8 Ahead	Inf
3/1 (Station Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	18.00
											Arm 8 Left	10.00
4/1 (A6 Hallsteads Road)	O	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	15.70
											Arm 6 Ahead	Inf
											Arm 7 Right	19.00
5/1 (Dale Road Exit)	U		2	3	60.0	Geom	-	3.60	0.00	Y		
6/1 (A6 Buxton Road Exit)	U		2	3	60.0	Geom	-	3.70	0.00	Y		
7/1 (Station Road Exit)	U		2	3	60.0	Geom	-	3.40	0.00	Y		
8/1 (A6 Hallsteads Road Exit)	U		2	3	60.0	Geom	-	3.60	0.00	Y		

Lane Saturation Flows

Scenario 1: 'AM 2029 Base' (FG1: 'AM 2029 Base', Plan 1: 'Network Control Plan 1')

Junction: A6 Hallsteads, Station Road, Dale Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dale Road)	3.50	0.00	Y	Arm 6 Left	19.50	22.2 %	1858	1858
				Arm 7 Ahead	Inf	6.2 %		
				Arm 8 Right	26.70	71.6 %		
2/1 (A6 Buxton Road)	3.60	0.00	Y	Arm 5 Right	29.90	6.2 %	1953	1953
				Arm 7 Left	17.60	9.5 %		
				Arm 8 Ahead	Inf	84.3 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 5 Ahead	Inf	8.4 %	1774	1774
				Arm 6 Right	18.00	86.7 %		
				Arm 8 Left	10.00	4.9 %		
4/1 (A6 Hallsteads Road)	4.00	0.00	Y	Arm 5 Left	15.70	12.8 %	1990	1990
				Arm 6 Ahead	Inf	87.1 %		
				Arm 7 Right	19.00	0.1 %		
5/1 (Dale Road Exit)	3.60	0.00	Y				1975	1975
6/1 (A6 Buxton Road Exit)	3.70	0.00	Y				1985	1985
7/1 (Station Road Exit)	3.40	0.00	Y				1955	1955
8/1 (A6 Hallsteads Road Exit)	3.60	0.00	Y				1975	1975

Scenario 2: 'PM 2029 Base' (FG2: 'PM 2029 Base', Plan 1: 'Network Control Plan 1')

Junction: A6 Hallsteads, Station Road, Dale Road Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Dale Road)	3.50	0.00	Y	Arm 6 Left	19.50	31.4 %	1855	1855
				Arm 7 Ahead	Inf	6.4 %		
				Arm 8 Right	26.70	62.2 %		
2/1 (A6 Buxton Road)	3.60	0.00	Y	Arm 5 Right	29.90	3.4 %	1953	1953
				Arm 7 Left	17.60	11.1 %		
				Arm 8 Ahead	Inf	85.6 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 5 Ahead	Inf	11.1 %	1775	1775
				Arm 6 Right	18.00	81.9 %		
				Arm 8 Left	10.00	6.9 %		
4/1 (A6 Hallsteads Road)	4.00	0.00	Y	Arm 5 Left	15.70	10.2 %	1995	1995
				Arm 6 Ahead	Inf	89.5 %		
				Arm 7 Right	19.00	0.3 %		
5/1 (Dale Road Exit)	3.60	0.00	Y				1975	1975
6/1 (A6 Buxton Road Exit)	3.70	0.00	Y				1985	1985
7/1 (Station Road Exit)	3.40	0.00	Y				1955	1955
8/1 (A6 Hallsteads Road Exit)	3.60	0.00	Y				1975	1975

Scenario 3: 'AM 2029 Traffic Assessment' (FG3: 'AM 2029 Traffic Assessment ', Plan 1: 'Network Control Plan 1')

Junction: A6 Hallsteads, Station Road, Dale Road Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Dale Road)	3.50	0.00	Y	Arm 6 Left	19.50	22.2 %	1858	1858
				Arm 7 Ahead	Inf	6.2 %		
				Arm 8 Right	26.70	71.6 %		
2/1 (A6 Buxton Road)	3.60	0.00	Y	Arm 5 Right	29.90	6.1 %	1953	1953
				Arm 7 Left	17.60	9.6 %		
				Arm 8 Ahead	Inf	84.3 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 5 Ahead	Inf	8.4 %	1774	1774
				Arm 6 Right	18.00	86.7 %		
				Arm 8 Left	10.00	4.9 %		
4/1 (A6 Hallsteads Road)	4.00	0.00	Y	Arm 5 Left	15.70	12.7 %	1991	1991
				Arm 6 Ahead	Inf	87.2 %		
				Arm 7 Right	19.00	0.1 %		
5/1 (Dale Road Exit)	3.60	0.00	Y				1975	1975
6/1 (A6 Buxton Road Exit)	3.70	0.00	Y				1985	1985
7/1 (Station Road Exit)	3.40	0.00	Y				1955	1955
8/1 (A6 Hallsteads Road Exit)	3.60	0.00	Y				1975	1975

Scenario 4: 'PM 2029 Traffic Assessment' (FG4: 'PM 2029 Traffic Assessment', Plan 1: 'Network Control Plan 1')

Junction: A6 Hallsteads, Station Road, Dale Road Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Dale Road)	3.50	0.00	Y	Arm 6 Left	19.50	31.8 %	1855	1855
				Arm 7 Ahead	Inf	6.4 %		
				Arm 8 Right	26.70	61.8 %		
2/1 (A6 Buxton Road)	3.60	0.00	Y	Arm 5 Right	29.90	3.3 %	1953	1953
				Arm 7 Left	17.60	11.1 %		
				Arm 8 Ahead	Inf	85.6 %		
3/1 (Station Road)	3.00	0.00	Y	Arm 5 Ahead	Inf	11.0 %	1775	1775
				Arm 6 Right	18.00	82.2 %		
				Arm 8 Left	10.00	6.8 %		
4/1 (A6 Hallsteads Road)	4.00	0.00	Y	Arm 5 Left	15.70	10.1 %	1995	1995
				Arm 6 Ahead	Inf	89.6 %		
				Arm 7 Right	19.00	0.3 %		
5/1 (Dale Road Exit)	3.60	0.00	Y				1975	1975
6/1 (A6 Buxton Road Exit)	3.70	0.00	Y				1985	1985
7/1 (Station Road Exit)	3.40	0.00	Y				1955	1955
8/1 (A6 Hallsteads Road Exit)	3.60	0.00	Y				1975	1975

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2029 Base'	07:45	08:45	01:00	
2: 'PM 2029 Base'	16:15	17:15	01:00	
3: 'AM 2029 Traffic Assessment '	07:45	08:45	01:00	
4: 'PM 2029 Traffic Assessment'	16:15	17:15	01:00	